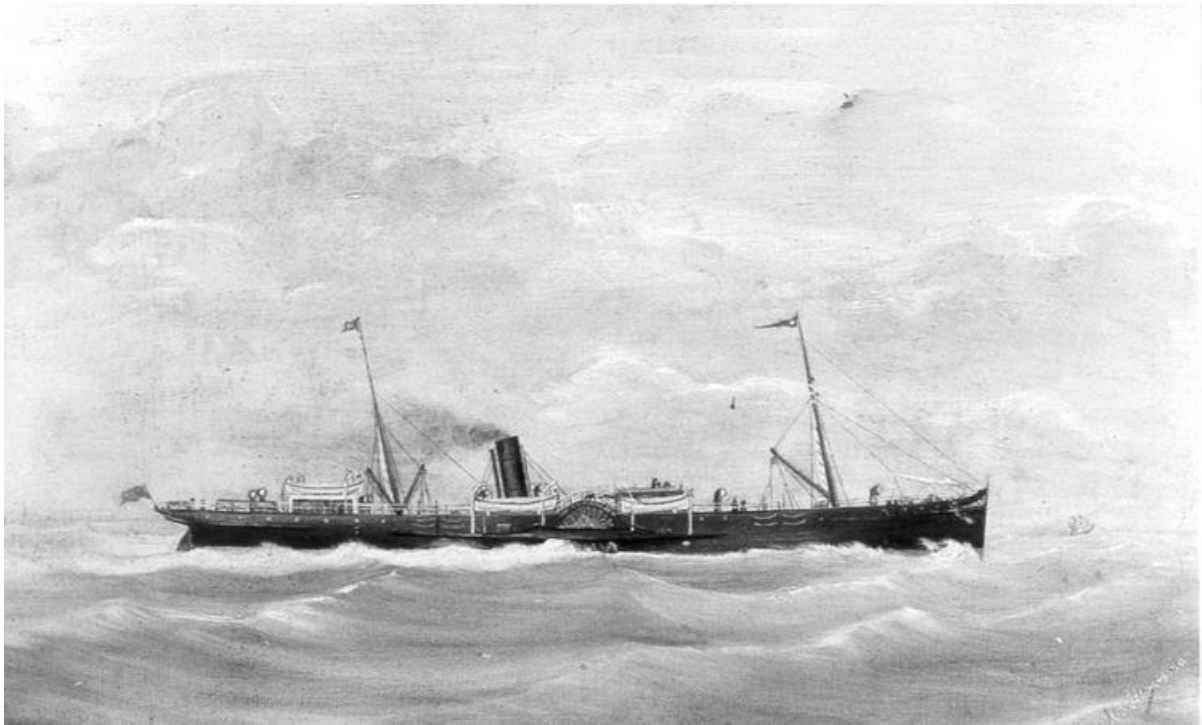




The Iverna



PS Iverna was a paddle steamer passenger vessel operated by the Drogheda Steam Packet Company from 1895 to 1902 and the Lancashire and Yorkshire Railway from 1902 to 1912.

She was built by A. & J. Inglis of Glasgow for the Drogheda Steam Packet Company and transferred to the Lancashire and Yorkshire Railway in 1902 when they took over the business of the Drogheda company. In 1912 she was sold and scrapped by Thos W Ward.

Famous ships built by the firm A & J Inglis include the paddle steamer *Waverley* now the world's last seagoing paddle steamer.

The '**Iverna**' was the last paddle steamer to enter the Irish cross-channel trade. She was built with a triple expansion engine and could carry about 500 cattle in well-ventilated cattle decks. However, her most impressive feature, according to the local newspapers, was a 'steam radiator' in her ladies cabin.

Sometime in the late 1890s a race took place between Dundalk's famous steamer the '*Earl of Erne*' and Drogheda's '*Nora Creina*' and the '*Iverna*'. Judging by the extract from this poem the Earl of Erne won the race.

*Down the Chief goes to the stokehold
And says, "Boys let her go
There are two Drogheda Steamers by us
They wont pass us i know.
Nora Creena and Iverna
Think that by us they can walk,
But we'll show them
they're just nowhere
With this old craft from Dundalk.*

In 1902 the Lancashire and Yorkshire Railway acquired the DSPCO in order to operate shipping services between Drogheda, Liverpool and Fleetwood. On the 25th September the new company took over the existing ships and it continued to operate the Liverpool service although it never started one to Fleetwood. The fares remained the same and one could still sail from Drogheda to Collingwood Dock Liverpool for as little as 4s.

In 1885 the Seacombe yard of A Jack & Co delivered the 988-grt steel paddle steamer *Kathleen Mavourneen* to the Drogheda Steam Packet Co. A steel paddle steamer with single funnel abaft the paddle boxes, she measured 260.5 x 31 ft and was fitted with a two-cylinder compound oscillating engine with a 6-ft piston stroke and developing 2,000 ihp. The 995-grt *Iverna**, completed by A & J Inglis in November 1895, was similar in appearance but her hull dimensions were slightly

smaller at 255 x 30.2 ft. *Iverna*'s triple-expansion engine developed 1,800 ihp but had a piston stroke 6 in longer than the earlier ship. Both vessels were transferred to the Lancashire & Yorkshire Railway Co in 1902, when that company acquired Drogheda SP Co. *Kathleen Mavourneen* was broken up in Holland in 1903 after a fairly short eighteen-year career and *Iverna* lasted one year less when she was sold in July 1912 to T W Ward for demolition at Preston.

Name	Official number	Flag	IMO		
IVERNA	99761	GBR			
Year built	Date launched	Date completed			
1895	22/08/1895				
Vessel type	Vessel description				
Passenger	Steel Paddle Steamer 2 Masts				
Builder	Yard		Yard no		
A & J Inglis Ltd, Glasgow	Pointhouse		239		
Tonnage	Length	Breadth	Depth	Draft	
995 grt / 383 nrt /	255.0 ft	30.2 ft	15.9 ft		
Engine builder	A & J Inglis Ltd, Glasgow				
Engine detail					
T3cyl (28, 47, 72 x 78in), 383nhp, Paddles, 14 knots					
First owner	First port of register		Registration date		
Drogheda Steam Packet Company, Drogheda	Drogheda				
Other names					
Subsequent owner and registration history					
1902 Lancashire & Yorkshire Railway Company, Drogheda					
Vessel history					
Remarks					
End year	Fate / Status				
1912	Broken Up				
Disposal Detail					
Broken up at Preston 3rd quarter 1912					